2002
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report
221

Town of Gate City

Prepared By

Virginia Department of Transportation
Mobility Management Division

In Cooperation With

U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

US Route

Virginia State Route

Secondary Route

Special Routes

Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route

ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Gate City																
23	0.61	**30000**	**N**	91%	0%	2%	1%	6%	0%	N	0.080	N	0.552	30000	N	2002
From: SCL Gate City To: Bus US 23 East of Gate City																
23	0.16	**12000**	**A**	91%	0%	2%	1%	6%	0%	A	0.098	A	0.592	12000	A	2002
From: Bus US 23 East of Gate City To: NCL Gate City																
23	0.36	**12000**	**N**	91%	0%	2%	1%	6%	0%	N	0.098	N	0.592	12000	N	2002
From: SCL Gate City To: NCL Gate City																
Bus 23	0.23	**19000**	**G**	98%	0%	1%	0%	1%	0%	F	0.091	F	0.517	20000	G	2002
From: US 23 South of Gate City To: 84-836 Jones St																
Bus 23	0.47	**11000**	**G**	98%	0%	1%	0%	1%	0%	C	0.085	F	0.565	11000	G	2002
From: 84-836 To: SR 71																
Bus 23	0.12	**8800**	**G**	98%	0%	1%	0%	1%	0%	F	0.090	F	0.556	9300	G	2002
From: SR 71 To: 84-665 Moccasin Ave																
Bus 23	0.15	**13000**	**G**	98%	0%	1%	0%	1%	0%	F	0.095	F	0.514	13000	G	2002
From: 84-665 To: 84-763																
Bus 23	0.84	**5600**	**G**	98%	0%	1%	0%	1%	0%	F	0.088	F	0.554	5900	G	2002
From: 84-763 Fir St To: 84-762 Starnes St																
Bus 23	0.80	**3500**	**G**	96%	1%	1%	1%	1%	0%	C	0.089	F	0.548	3700	G	2002
From: 84-762 To: WCL Gate City																
58 23	0.36	**12000**	**N**	91%	0%	2%	1%	6%	0%	N	0.098	N	0.592	12000	N	2002
From: NCL Gate City To: SCL Gate City																
58 23	0.16	**12000**	**A**	91%	0%	2%	1%	6%	0%	A	0.098	A	0.592	12000	A	2002
From: NCL Gate City To: BUS US 23 East of Gate City																
58 23	0.61	**30000**	**N**	91%	0%	2%	1%	6%	0%	N	0.080	N	0.552	30000	N	2002
From: BUS US 23 East of Gate City To: SCL Gate City																
Bus 58 Bus 23	0.80	**3500**	**G**	96%	1%	1%	1%	1%	0%	C	0.089	F	0.548	3700	G	2002
From: CL Gate City To: 84-762																
Bus 58 Bus 23	0.84	**5600**	**G**	98%	0%	1%	0%	1%	0%	F	0.088	F	0.554	5900	G	2002
From: 84-762 To: 84-763																
Bus 58 Bus 23	0.15	**13000**	**G**	98%	0%	1%	0%	1%	0%	F	0.095	F	0.514	13000	G	2002
From: 84-763 To: 84-665																
Bus 58 Bus 23	0.12	**8800**	**G**	98%	0%	1%	0%	1%	0%	F	0.090	F	0.556	9300	G	2002
From: 84-665 To: SR 71																
Bus 58 Bus 23	0.47	**11000**	**G**	98%	0%	1%	0%	1%	0%	C	0.085	F	0.565	11000	G	2002
From: SR 71 To: 84-836																
Bus 58 Bus 23	0.23	**19000**	**G**	98%	0%	1%	0%	1%	0%	F	0.091	F	0.517	20000	G	2002
From: 84-836 To: US 23 SOUTH OF GATE CITY																
71	0.55	**5100**	**G**	96%	0%	2%	1%	1%	0%	F	0.086	F	0.564	5300	G	2002
From: US 23 Bus To: 84-904																
71	0.85	**7500**	**G**	96%	0%	2%	1%	1%	0%	F	0.089	F	0.68	7900	G	2002
From: 84-904 To: ECL Gate City																
421 23	0.36	**12000**	**N**	91%	0%	2%	1%	6%	0%	N	0.098	N	0.592	12000	N	2002
From: NCL Gate City To: SCL Gate City																

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Town of Gate City																
421 23				From: NCL Gate City												
	0.16	**12000**	**A**	91%	0%	2%	1%	6%	0%	A	0.098	A	0.592	12000	A	2002
421 23				To: BUS US 23 Bus East of Gate City												
	0.61	**30000**	**N**	91%	0%	2%	1%	6%	0%	N	0.080	N	0.552	30000	N	2002
421 23				To: SCL Gate City												
Bus 421 Bus 23				From: US 23 SOUTH OF GATE CITY												
	0.23	**19000**	**G**	98%	0%	1%	0%	1%	0%	F	0.091	F	0.517	20000	G	2002
Bus 421 Bus 23				To: 84-836												
	0.47	**11000**	**G**	98%	0%	1%	0%	1%	0%	C	0.085	F	0.565	11000	G	2002
Bus 421 Bus 23				To: SR 71												
	0.12	**8800**	**G**	98%	0%	1%	0%	1%	0%	F	0.090	F	0.556	9300	G	2002
Bus 421 Bus 23				To: 84-665												
	0.15	**13000**	**G**	98%	0%	1%	0%	1%	0%	F	0.095	F	0.514	13000	G	2002
Bus 421 Bus 23				To: 84-763												
	0.84	**5600**	**G**	98%	0%	1%	0%	1%	0%	F	0.088	F	0.554	5900	G	2002
Bus 421 Bus 23				To: 84-762												
	0.80	**3500**	**G**	96%	1%	1%	1%	1%	0%	C	0.089	F	0.548	3700	G	2002
				To: CL Gate City												
619 84				From: US 23												
	0.21	**660**	**R**								NA			NA		1997
619 84				To: ECL GATE CITY												
	0.01	**NA**									NA			NA		
619 84				To: 84-793												
	0.33	**920**	**R**								NA			NA		1997
619 84				To: SR 71												
	0.37	**1800**	**R**								NA			NA		1997
				To: NCL GATE CITY												
665 84				From: Dead End												
	0.04	**770**	**R**								NA			NA		1997
665 84				To: US 23												
	0.08	**2100**	**G**	96%	0%	0%	3%	0%	0%	C	0.088	F	0.629	2200	G	2002
665 84				To: 84-782												
	0.07	**2000**	**G**	96%	0%	0%	3%	0%	0%	F	0.088	F	0.642	2100	G	2002
665 84				To: 84-813												
	0.08	**1800**	**G**	96%	0%	0%	3%	0%	0%	F	0.091	F	0.642	1900	G	2002
665 84				To: 84-781												
	0.17	**1600**	**G**	96%	0%	2%	1%	0%	0%	F	0.092	F	0.642	1700	G	2002
665 84				To: 84-819												
	0.26	**1500**	**G**	96%	0%	2%	1%	0%	0%	C	0.093	F	0.583	1500	G	2002
				To: NCL GATE CITY												
666 84				From: NCL GATE CITY												
	0.29	**630**	**R**								NA			NA		1997
				To: SR 71												
762 84				From: US 23												
	0.14	**360**	**R**								NA			NA		1997
				To: Dead End												
763 84				From: 84-1422												
	0.40	**350**	**R**								NA			NA		1997
763 84				To: US 23 BUS												
	0.11	**390**	**R**	From:							NA			NA		1997
				To: 84-783												

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Gate City																
764 84	0.18	**110**	**R**	From: 84-765 To: 84-763							NA			NA		1997
765 84	0.03	**130**	**R**	From: 84-763 To: US 23							NA			NA		1992
765 84	0.02	**60**	**R**	From: 84-764							NA			NA		07/25/2000
766 84	0.03	**90**	**R**	From: 84-763 To: US 23							NA			NA		07/25/2000
766 84	0.07	**320**	**R**	From: 84-831							NA			NA		07/25/2000
767 84	0.39	**930**	**R**	From: 84-1415 To: SR 71							NA			NA		07/31/2000
767 84	0.10	**940**	**R**	From: 84-768							NA			NA		07/31/2000
768 84	0.13	**1500**	**R**	From: US 23 To: SR 71							NA			NA		07/31/2000
768 84	0.62	**730**	**R**	From: 84-768 BEGIN LOOP							NA			NA		07/25/2000
769 84	0.07	**680**	**R**	From: US 23 BUS To: Dead End Gap Termin							NA			NA		07/31/2000
769 84	0.06	**50**	**R**	From: Dead End Gap Terminus To: SR 71							NA			NA		07/31/2000
781 84	0.19	**150**	**R**	From: 84-665 To: 84-767							NA			NA		07/25/2000
782 84	0.24	**180**	**R**	From: Dead End To: 84-767							NA			NA		07/25/2000
783 84	0.10	**160**	**R**	From: Dead End To: 84-763							NA			NA		07/25/2000
784 84	0.06	**170**	**R**	From: SR 23 To: 84-798							NA			NA		07/25/2000
785 84	0.07	**NA**		From: BUS US 23 To: 84-782							NA			NA		
785 84	0.16	**170**	**R**	From: 84-781							NA			NA		07/25/2000
785 84	0.17	**NA**		From: 84-819							NA			NA		
793 84	0.19	**110**	**R**	From: 84-619 To: SR 71							NA			NA		1992
796 84	0.11	**30**	**R**	From: SR 71 WEST To: ECL GATE CITY							NA			NA		07/25/2000

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Town of Gate City																
798 84	0.48	**190**	**R**	From: Dead End To: 84-779							NA			NA		07/25/2000
799 84	0.07	**220**	**R**	From: 84-798 To: US 23							NA			NA		07/25/2000
813 84	0.07	**130**	**R**	From: 84-814 To: 84-665							NA			NA		07/25/2000
814 84	0.28	**60**	**R**	From: 84-819 To: Dead End							NA			NA		07/25/2000
819 84	0.12	**50**	**R**	From: 84-814 To: Dead End							NA			NA		07/25/2000
820 84	0.07	**40**	**R**	From: Dead End To: 84-819							NA			NA		07/25/2000
823 84	0.12	**740**	**R**	From: 84-769 To: 84-836							NA			NA		07/31/2000
824 84	0.37	**150**	**R**	From: 84-835 To: 84-1419							NA			NA		07/25/2000
831 84	0.04	**320**	**R**	From: 84-832 To: 84-766							NA			NA		07/25/2000
832 84	0.39	**190**	**R**	From: Dead End To: 84-831							NA			NA		07/25/2000
835 84	0.22	**120**	**R**	From: 84-824 To: Dead End							NA			NA		07/25/2000
836 84	0.06	**10000**	**G**	From: US 23 BUS To: 84-823	96%	0%	0%	3%	0%	0%	F 0.09	F	0.533	11000	G	2002
836 84	0.41	**1100**	**R**	From: To: 84-1428							NA			NA		07/31/2000
838 84	0.07	**30**	**R**	From: 84-839 To: Dead End							NA			NA		07/25/2000
839 84	0.05	**80**	**R**	From: 84-838 To: 84-832							NA			NA		07/25/2000
842 84	0.23	**140**	**R**	From: 84-824 To: 84-768							NA			NA		07/25/2000
843 84	0.06	**140**	**R**	From: 84-798 To: 84-853							NA			NA		07/25/2000
844 84	0.09	**340**	**R**	From: 84-768 To: US 23 BUS							NA			NA		07/31/2000
844 84	0.15	**180**	**R**	From: To: Dead End							NA			NA		07/31/2000

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Town of Gate City																
849 84	0.07	**60**	**R**	From: 84-798 To: Dead End							NA			NA		07/25/2000
850 84	0.06	**30**	**R**	From: 84-851 To: Dead End							NA			NA		07/25/2000
851 84	0.19	**160**	**R**	From: 84-762 To: 84-850							NA			NA		07/25/2000
853 84	0.11	**130**	**R**	From: 84-850 To: 84-843							NA			NA		07/25/2000
889 84	0.19	**280**	**R**	From: 84-836 To: 84-619							NA			NA		07/31/2000
898 84	0.15	**90**	**R**	From: 84-1425 To: 84-768							NA			NA		07/25/2000
904 84	0.23	**8000**	**G**	From: 84-836 To: SR 71	97%	0%	2%	1%	0%	0%	C 0.085	F	0.664	8400	G	2002
905 84	0.04	**160**	**R**	From: SR 71 To: SR 906							NA			NA		07/25/2000
906 84	0.07	**90**	**R**	From: Dead End To: 84-905							NA			NA		05/18/2000
906 84	0.10	**60**	**R**	From: To: 84-619							NA			NA		05/18/2000
930 84	0.08	**60**	**R**	From: 84-836 To: 84-931							NA			NA		1994
931 84	0.10	**60**	**R**	From: 84-836 To: 84-930							NA			NA		1994
931 84	0.03	**20**	**R**	From: To: Dead End							NA			NA		1994
932 84	0.04	**20**	**R**	From: Dead End To: 84-842							NA			NA		1992
1401 84	0.07	**150**	**R**	From: SR 71 To: 84-1403							NA			NA		1992
1402 84	0.07	**46**	**R**	From: SR 71 To: 84-1403							NA			NA		1992
1403 84	0.12	**60**	**R**	From: 84-1401 To: 84-1402							NA			NA		1992
1404 84	0.06	**20**	**R**	From: SR 71 To: Dead End							NA			NA		1994
1405 84	0.16	**140**	**R**	From: US 23 BUS To: Dead End							NA			NA		1992

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Town of Gate City																
1406 84	0.15	**50**	**R**	From: Dead End To: 84-1405							NA			NA		1992
1407 84	0.10	**60**	**R**	From: US 23 BUS To: 84-1406							NA			NA		1992
1408 84	0.10	**70**	**R**	From: 84-1409 To: 84-1406							NA			NA		1992
1409 84	0.06	**110**	**R**	From: 84-1408 To: 84-1407							NA			NA		1992
1410 84	0.12	**220**	**R**	From: 84-906 To: Dead End							NA			NA		1996
1411 84	0.15	**NA**		From: 84-00665(L)/ To: C1US-00023(B)/							NA			NA		
1412 84	0.11	**50**	**R**	From: 84-1413 To: 0.11 MN 84-1413							NA			NA		1994
1412 84	0.15	**150**	**R**	From: To: US 23 BUS							NA			NA		1992
1413 84	0.03	**20**	**R**	From: Dead End To: 84-1412							NA			NA		1994
1413 84	0.04	**130**	**R**	From: To: Dead End							NA			NA		1994
1415 84	0.29	**180**	**R**	From: 84-767 To: Dead End							NA			NA		1992
1416 84	0.05	**30**	**R**	From: 84-785 To: Dead End							NA			NA		1996
1417 84	0.04	**50**	**R**	From: 84-781 To: Dead End							NA			NA		1996
1419 84	0.04	**NA**		From: SR 71 To: 84-824							NA			NA		
1420 84	0.07	**10**	**R**	From: 84-1401 To: 84-1421							NA			NA		1994
1420 84	0.06	**30**	**R**	From: To: 84-1402							NA			NA		1994
1421 84	0.05	**30**	**R**	From: 84-1420 To: 84-1403							NA			NA		1994
1422 84	0.02	**NA**		From: Dead End To: 84-763							NA			NA		
1425 84	0.19	**50**	**R**	From: 84-898 To: Dead End							NA			NA		1994

Virginia Department of Transportation
Mobility Management Division
2002
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of Gate City

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Gate City																
1427 84	0.24	**210**	**R**	From: SR 71 To: Dead End							NA			NA		05/18/2000
1428 84	0.13	**3**	**R**	From: Dead End To: 84-836; 84-931							NA			NA		1994
9380 84	0.15	**90**	**R**	From: 84-836 To: SCOTT CO VOC SCHOOL							NA			NA		1986
9380 84	0.11	**150**	**R**	From: To: Dead End							NA			NA		1986
9763 84	0.15	**870**	**R**	From: US 23 BUS To: GATE CITY HIGH SCH							NA			NA		1986
9839 84	0.12	**520**	**R**	From: SHOEMAKER ELEM SCH To: 84-769							NA			NA		1986